

## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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COUNTRY	East Germany	REPORT		25X1
SUBJECT	Port Reports on Warnemuende and Rostock	DATE DISTR.	26 August 1955	
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DATE ACQUIRED		This is UNEVALUATED Information		

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

### Warnemuende

1. There is a shipyard with three, large building slips, on the west bank of the Warnow River, just south of Warnemuende. The longitudinal axis of the beddings extend from east to west. The keel had been laid for a vessel 80 to 90 meters in length on the northernmost slip. Four bulkheads of the vessel had been raised, but no frames. The bulkheads were strikingly low and wide. The other two slips held two river lighters which were almost completed. Each lighter was 60 to 70 meters in length, with a circa 10-meter beam, and with a draft of an estimated 5 meters when loaded. They had two small deck houses, open railings from bow to stern and twin screws. 25X1
2. Three passenger vessels were under repair at the shipyard's fitting out quay in Harbor Basin. Each vessel was of 20,000 to 25,000 tons. On one of them, work was in progress on a new, streamlined midships structure of four decks.
3. According to East German newspapers, this shipyard builds vessels of 10,000 tons. However, people acquainted with the locality have never seen anything but lighters in the building slips.

### Rostock

4. At the Neptur Shipyard in Rostock, four or five merchant vessels of from 2,000 to 7,000 tons deadweight were observed tied up for repairs. At the fitting out quay - a floating quay - lay a new merchant vessel of about 10,000 tons deadweight.
5. On 7 February, a tanker underwent (compass) deviation tests outside the Neptur Shipyard. Of an estimated 3,000 to 4,000 HP, its hull was painted gray and had a signal mast with yards. The vessel showed the German flag.
6. Two large modern gantry cranes were observed in Rostock Harbor (See Sketch 1). Estimated lifting capacity was about six tons. The gantries travelled along the quay on rails. The cranes proper, which could be moved back and forth on the gantries, were of the "level-luffing", "double drowing" (sic) type. Under the gantries were two railroad tracks, and behind the gantries two more railroad tracks. All tracks were set down into the concrete pavement of the quay. (Sketch No. 2).

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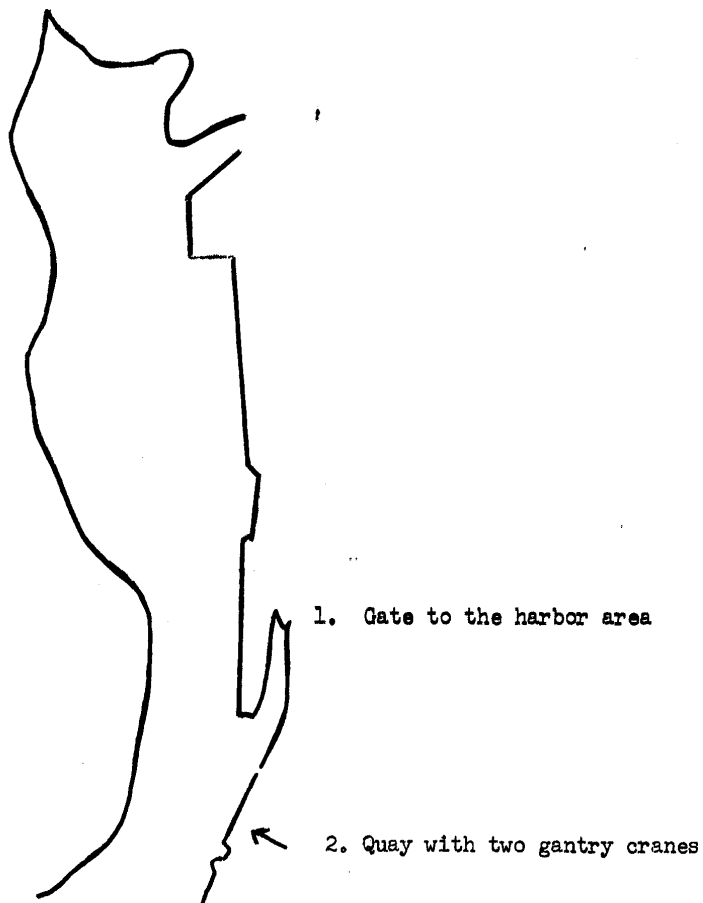
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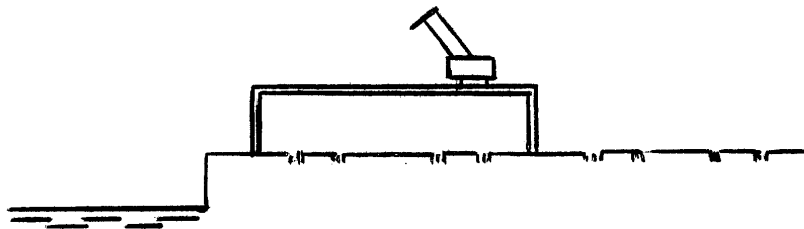
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Sketch No. 2.



Sketch No. 1.



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